

# GAYNOR FAVORS NEW SUBWAY PLAN

## NEW STORM THREATENS CITY

Snow and colder to-night; Wednesday clearing.

**FINAL EDITION**

**The**



**World.**

Snow and colder to-night; Wednesday clearing.

**FINAL EDITION**

"Circulation Books Open to All."

"Circulation Books Open to All."

PRICE ONE CENT.

Copyright, 1910, by The Press Publishing Co. (The New York World).

NEW YORK, TUESDAY, DECEMBER 6, 1910.

20 PAGES

PRICE ONE CENT.

## TRAFFIC TE-UP TO-NIGHT AS NEW SNOWSTORM WHIRLS UP THE COAST

### Bay and Rivers Are Hard Hit and Land Travel Grows More Difficult as Young Blizzard Becomes Fiercer.

A general tie-up of traffic is expected to-night as a result of the first big storm of the winter. The snow flurry that came last night from the Tennessee Mountains and grew into an imitation of a blizzard to-day is due to blow out to sea this evening, but will be followed by another which is moving up the coast from Virginia.

A gale out of the Northwest is bringing a touch of the zero weather that prevails up-State. Temperature as low as 12 degrees before to-morrow morning is prophesied by the Weather Bureau.

The only serious traffic delay of the day occurred on the Ninth avenue "L." A car jumped the track at the One Hundred and Thirty-fifth street station just as the morning downtown rush was slackening, and the Sixth and Ninth avenue local and express services were hampered for an hour.

Although the local urban transportation lines got away with the traffic in the morning rush hours and the decreased number of passengers through the day, everybody is advised to make an early start for home this evening. The wind is drifting the snow and the transportation companies are having trouble with the switches in their terminal yards.

Probably the only creatures that really enjoyed the snowstorm were the polar bears in Central Park and the Bronx Park Zoo. Some of these bears are spending their first winter in this climate, and the snow reminds them of home.

### Stock Market Opening Delayed.

Because of delayed suburban trains the Stock Exchange was slow in opening. Only \$2,000 shares were dealt in during the first hour. The curb brokers were on the job, despite the storm, in a space kept clear for them by snow ploughs furnished by the Street Cleaning Department.

The comparatively low temperature and high barometer contributed to make the snow dry and easy to handle in its early stages, and the Street Cleaning Department was able to keep crossings and important thoroughfares leading to bridges, ferry landings and railroad stations comparatively clear.

Commissioner of Street Cleaning Edward J. Dooley did not put the snow removal contractors to work until his own men were unable to handle the snow. He gave orders to the John J. Shea Company to put 1,000 men into the theatrical and retail dry goods districts at 1 o'clock, and the Di Marco Company was ordered to put an equal force on the downtown streets of the east and west sides at the same hour.

### Gale Stirrings Up.

The snow fell intermittently and lightly through the night until early this morning, when a gale swooped in from up Adirondack Mountain way. By keeping snowploughs at work the street railways lines had their right-of-way clear to care for the morning rush, and the only delay to surface cars was caused by trucks, which held to the tracks to avoid the banks close to the curbs.

The management of the elevated roads and the subway had ample opportunity to prepare for the big morning rush that always accompanies a snowstorm, and, taking everything into consideration, the crowds were expeditiously handled.

Hundreds of pedestrians fell on the slippery sidewalks and pavements. Hospital surgeons were kept busy caring for fractures and sprains.

The first snow of the season caused a big rush to the shelters of charitable institutions. The Municipal Lodging House cared for 613 persons last night, the largest number that has applied for shelter since last winter.

### Harbor Traffic Hard Hit.

While the storm put the brakes, so to speak, on land traffic of every description, its effects were felt no less severely on navigable waters of New York. The wind, with full sweep on the Bay, (the rivers and the Sound, was

## CHILD WITNESSES TELL HOW FATHER KILLED MOTHER

### Abe Roth Sits Unmoved While Son and Daughter Describe Family Tragedy.

### BOY USED TO QUARRELS

### Heard Death Threat Made at Supper on the Night of the Murder.

In order to convict Abe Roth, a headless little east side pantsmaker, of murder in the first degree, there were called as witnesses to-day before Judge O'Sullivan and a jury in Part V. of General Sessions two of the man's five children, a little girl of nine and a boy of eleven, to tell how their father, after leading their mother a dog's life for years, finally stabbed her and attempted suicide, on the night of July 29 last, in a small flat at No. 24 Rivington street.

Should the jurors accept their testimony as true the child witnesses will have been orphaned by their own words, since the wife died at a hospital that same night and the penalty for the husband if convicted, will be the electric chair.

### Appears Unconcerned.

At his appearance at the bar as the least interested among the spectators, when Prosecutor Frank Moss prepared to bring his two children to swear his life away. A short, broad man, with a heavy under jaw and gold-rimmed glasses over his little black shoe-button eyes, he twisted about in his chair unconcernedly, sometimes watching the snow that beat against the window panes, sometimes glancing at the faces of the scanty handful of visitors in court.

The first witness, a gray-coated special watchman, told of entering the flat of the Roths a few minutes after the killing and finding four screaming children and their father lying on a pallet beside a sleeping baby boy, with a knife in his hand and a gash in his throat.

This witness didn't see the dying wife, for in her struggles she had fallen out of a window and dropped three floors to a fire-escape balcony, where her body lay.

When the special watchman became slightly confused under cross-examination by Moses Sachs, lawyer for the defense, Roth grinned broadly in appreciation of the bit of comic relief.

Mrs. Sarah Warshaw, a sister of the slain woman, created a scene when she came to the stand. At the sight of Roth, sitting stolid and sullen, she became greatly excited. She pointed a trembling finger at him, shrieking out: "My sister—Bertha, my sister!"

Then, falling back into an attendant's arms, she fainted. After she had been revived and carried outside she went into hysterics. The disorder was so great that court took a recess in order to give Mr. Moss time to get his witness calmed down.

### The Boy on the Stand.

When court convened for the afternoon session Mr. Moss led in a little, swarthy, sickly looking, six-year-old, frightened boy—Israel Roth.

Before the boy was allowed to take the stand Judge O'Sullivan had him brought up to the bench and questioned him very kindly and very painstakingly. Yes; Israel went to synagogue, and he prayed and he knew God had commanded all people to tell the truth. His answers were so clear and intelligent that the judge said he could see no objection to allowing the child to testify.

He sat in the witness chair, a pathetic figure, almost lost between the wide oaken arms. He gave his name in a clear, piping voice. The father watched him unblinkingly. A twitching of the fingers was the prisoner's only outward sign of nervousness.

### Death Threat at Supper Table.

"On the night my mother was killed," said the child, turning to Mr. Sachs, "we sat at the table together. At the table my father said he was going to kill my mother. I heard him say it. My mother smiled and said she guessed he would do that."

"What made your father threaten your mother?"

"I don't know. They often quarrelled. Most of the time they were fighting."

"Did you ever see your father strike your mother?"

"Yes, many times."

"Israel, didn't you see that he had ever been hurt out by his mother to have the knives sharpened. That was the

## Children of Accused Wife Slayer, Who Go on Stand Against Him



REBECCA, MOLLY, AND ISRAEL ROTH

## M'FARLAND'S SPRINT CAUSES BAD "SPILL" IN SIX-DAY RACE

### Galvin and Anderson Lapped in Desperate Attempt to Gain a Lead.

The French team, Georges and Pouchols, were lapped early today. The former quit and Georges, after riding continuously for four hours, left the track.

In the most terrific and exciting sprint of the six-day race so far Frank Galvin of the team of Anderson and Galvin was lapped by the twelve other teams in the race just before 4 o'clock this afternoon. Incidentally, it caused the worst spill of the race. Walker and Cameron went down in a heap. Walker was badly hurt, but Cameron escaped serious injury.

But for the accident MacFarland and Clarke might now be in the lead. By a series of desperate sprints, MacFarland and Clarke opened up a big gap on the other teams, and were within a quarter of a lap of gaining the coveted distance when the spill occurred, nullifying all their efforts.

Nearly every team was on the track at the time "picking up" sole partners, and the greatest excitement prevailed. Madison Square Garden was well filled at the time, and the constant cheering helped to keep up the riders to supreme efforts. Several other sprints were attempted shortly afterward, but none was successful as far as lap-making was concerned, but they kept the crowd in a high state of excitement. Tonight may see a big change in the present standing of the teams if the late afternoon clip is continued.

### Lapped Nine Times.

Pouchols had been lapped nine times earlier in the day after showing every indication that he wanted to quit. He complained of stomach trouble and a dozen other little common to race riders, but Georges, ignoring it, would by all means continue on in the race. At 11 o'clock, just about five minutes before a desperate sprint to make up lost ground, he had the crowd in an uproar.

Between 11 o'clock and noon the riders began to fall back and at noon the hold on the record had been lost. At that hour the teams leading were eight laps behind the 25th hour record made by "Cameron and Kneiss" last year. At 11 o'clock, the 25th hour, the teams were one mile and three laps ahead of the record.

Georges seemed about to gain one of his most needed laps at noon, when he saw his partner, Pouchols, dressed up in street clothes, sitting in an arena box calmly viewing his heart-breaking efforts.

## GIRLS LOST LIVES BECAUSE FACTORY DOOR WAS LOCKED

### Inquest Into Newark Fire Shows They Could Not Be Warned in Time.

### WOMAN'S HEROISM TOLD

### Miss Annie Haag, Blamed by Employers, Gave Up Safety to Warn Others.

The door at the entrance of the stairway leading to the factory of the Wolf Undergarment Manufacturing Company, where twenty-five persons, all but one of them women, lost their lives in the fire horror at Newark, Nov. 29, was locked so that people who wanted to warn the 115 people on the top floor could not reach them.

This was brought out at the inquest to-day at Newark on the body of Carrie Aubrecht, one of the victims.

The disclosure was made by Eugene McQuat, foreman of the lamp factory on the floor below where the fire started. It followed a statement by W. Irving Wolf, president of the Wolf concern, that the company held Miss Anna Haag, forewoman of the undergarment work, who lost her life in the fire, responsible for any shortcomings in the fire equipment of their part of the building or for any lack of protection to the lives of their workers.

### Prosecutor Questions Sharply.

Mr. Wolf, who seemed almost on the verge of tears, insisted that Miss Haag was instructed to look out for the conditions in the building so far as the efficiency of the plant or the safety of the employees were affected. Prosecutor Mott questioned Mr. Wolf rather sharply, intimating that he thought putting the blame on Miss Haag was a makeshift, but he did not change Mr. Wolf's expressed opinion.

Only a few minutes later Mr. McQuat was telling of the start of the fire in his own factory. He told of hearing Sadie Hansen scream for help. He also told of flames shooting from her bench to the false metal ceiling and of his rush to warn the Wolf factory people after starting his own employees out.

"The door at the foot of their stairway was locked," he said. I pounded it. The fire was getting worse all the time. It was burning all along the ceiling almost like a gas explosion. I kept on pounding. A fireman came up and helped me. I don't know how long it was. It must have been a long time.

### Forewoman's Heroism.

"Then Miss Haag came down and unlocked the door and I started to tell her. But she could see."

Instead of going down the stairs, as she had barely time to do, McQuat continued, the forewoman turned and ran upstairs again. He did not follow. It was too hot. And he was the last man down the stairs.

"The disclosure that the woman who was being blamed for the condition of the factory for her employees had turned her back on the last chance of safety to warn those who were under her charge had a visible effect on the jury."

"In your judgment," asked Judge Holt, "if that door had not been locked could the people upstairs have got out in time?"

"I think the entire floor could have been emptied," said the witness.

### Measurements Incorrect.

Mr. Wolf, in his testimony had admitted that he knew there was a spring lock at the foot of the stairway, but, apparently not knowing of the testimony to come, he did not see how it affected the safety of the employees.

Edward Kompa, a city surveyor, began testimony regarding the measurements of the doors, stairs and fire escapes. His figures differed from those of paymen. It was shown that he had included door casings in the width of the doorways, and he was sent back to do his work over again.

John H. Becker, expert of a machine shop on the ground floor, said he had complained of the fire protection on the upper floors as inadequate.

The jury was polled by Chief Justice with a view to deciding men who enjoyed public confidence. The foreman, C. William Roberts, was once a member and confidentially a member of the Police Department.

These three men were deemed to be qualified to examine the doors and stairs and to report on the safety of the building and the upper end of the stairway.

## FOURBOROUGH SUBWAY BEST OFFER TO CITY IN 50 YEARS, SAYS MAYOR

### "Far More Liberal Than I Had Reason to Expect," Is Comment on Interborough Proposition.

### READY TO DIG ON 30 DAYS' NOTICE, DECLARES SHONTS.

### Promises Five-Cent Fare From Coney to Bronx Limit, Operating Fourth Avenue Tube—Reorganization of Directors to Include Representative of the City.

### "The City is to be congratulated on the latest subway offer of the Interborough Company. It is the best thing that has come to the city in fifty years. The proposition is far more liberal than I had reason to expect."

### Mayor Gaynor, in an interview with a caller to-day.

President Theodore P. Shonts of the Interborough Rapid Transit Company told an Evening World reporter to-day that within thirty days after the acceptance of his company's proposition by the city authorities work could be started to build the proposed Fourborough subway. Mr. Shonts added that the plans and specifications prepared for the Fourborough subway by the Public Service Commission would be of practically no value to the Interborough company.

"The Public Service Commission went at the rapid transit proposition from a different point of view than we took," Mr. Shonts said. "We gave our own engineer, William Barclay Parsons, who planned the present subway. He is at the head of our corps of engineers. Of course, if the commission, in its plans and specifications, has any important improvements we shall be glad to get the benefit of suggestions."

### Ready to Begin Work.

"In view of the fact that it took three years for the commission to prepare its plans and specifications for the Fourborough, how long will it take the Interborough under the supervision of the commission, to prepare plans and specifications for a five-cent fare?"

Mr. Shonts was asked directly if his company proposed to carry passengers if necessary from the Bronx to Coney Island for a five-cent fare.

"That is what we have offered to do," he said. "Altogether, I consider that we have made the most magnificent proposition ever put to a municipality by a public service corporation."

Mr. Shonts declared details of operation were still to be considered, but added, in reply to a question: "With respect to handling traffic out of the new Pennsylvania station, I believe that, provided there are no unnecessary delays, we can get a service established there to connect with the present subway inside of eighteen months."

Mr. Shonts said there would be no legal difficulty to overcome in the Interborough offer.

"The whole system could be built," he said, "as normal extensions of existing lines, on an extension of old contract No. 1. We guarantee that the construction contracts will be put up for competitive bidding."

"We agree to change the lease of the present subway and to have the whole proposition down to a forty-nine year lease. The city will lose nothing by accepting our offer."

### City to Help Make Up Deficit.

"With regard to our operation of the Pennsylvania station, Brooklyn, with the extension to Coney Island and the connection of the line, it is not a matter of our operating and other charges, the city shall be paid annually for the rent, but that deficit shall be made up by a charge against the city before they shall be added to our company and the city."

In explaining how the Interborough

Public Service Commission

Makes Agreement for Express Train Traffic.

30, 20, 9TH AVE.

"L" THIRD TRACK  
PLANS APPROVED

Public Service Commission

Makes Agreement for Express Train Traffic.